

**LBJ**  
Corridor  
Study


**LBJ Corridor Study**

**Public Hearing**  
Mesquite Section  
Town East Blvd to US 80

May 7, 2002

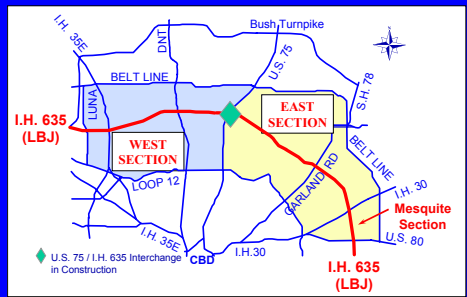
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**Study Sections**




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**Project Status**  
*Simple Version*



- 1 Dallas High Five  
↓ Under Construction - Completion by Jan 2007
- 2 Mesquite Section  
↓ Public Hearing - May 7, 2002
- 3 East Section  
↓ Public Hearing - Aug 2002 (Tentative)
- 4 West Section  
↓ Resource Coordination is about to begin  
↓ Public Hearing - November 2002 (Tentative)


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**Project Status**  
*Detailed Version*



- **Mesquite Section:**
  - ◆ Schedule and Hold a Public Hearing - May 7, 2002
  - ◆ Environmental Clearance - August 2002
  - ◆ Complete Mesquite Section **Phase I** Design - August 2002
  - ◆ TxDOT Letting (Open Bids) - September or October 2002
  - ◆ Notice to Proceed (Begin Construction) - **January 2003**
  - ◆ Substantial Completion (Towne Centre Dr Bridge) - **Nov. 2003**
- **East Section:**
  - ◆ Schematic Approval to hold a Public Hearing - May 2002
  - ◆ Environmental Assessment Expected Approval - May 2002
  - ◆ Schedule and Hold Public Hearing - August 2002 (Tentative)
  - ◆ Receive FONSI - December 2002
- **West Section:**
  - ◆ Schematic Approved to hold a Public Hearing - June 2002
  - ◆ Environmental Assessment Expected Approval - September 2002
  - ◆ Hold Public Hearing - Nov. 2002 (Tentative)
  - ◆ Receive FONSI - April 2003

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**Mesquite Section**  
*Existing Network*

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**LBJ Public Involvement**


Planning to Improve LBJ



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## The LBJ Challenge




- ➔ **Balanced trip patterns**
  - Local 20%, Origin 22%, Destination 31%, Through 27%
- ➔ **Peak traffic levels for 12 hours a day**
- ➔ **Continued traffic growth in non-peak hours**
- ➔ **Increased traffic to arterial street system**
- ➔ **Increased frequency of incidents**
- ➔ **Less trip predictability**

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## Key Points in Time




- ◆ **April 1987 - IH 635 Corridor Study Begins**
- ◆ **Late 1991 - Local Opposition for Corridor Begins to Form**
- ◆ **Aug 1992 - Public Hearing for US 75 Interchange**
- ◆ **Nov 1992 - Corridor Returns to Feasibility**
- ◆ **April 1993 - LBJ Kickoff Meeting**
- ◆ **Dec 1993 - Change in Project Managers**
- ◆ **Feb 1995 - Criteria Set 1 - Initial Screening**
- ◆ **Sep 1996 - LBJ Executive Board LPA Report**
- ◆ **Dec 1996 - Adoption into 2020 Mobility Plan**
- ◆ **Jan 1996 to Present - Ongoing Planning Phase**
  - PAC Meetings, Public Meetings, Value Engineering, Design Charette
- ◆ **Spring to Summer 2002 - Hold Public Hearings**

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## PAC Meeting Summary




- ➔ **PAC Mtg. 1 - Kick Off Meeting (April, 1997)**
  - ➔ Overview of the Planning process
- ➔ **PAC Mtg. 2 - Evaluation Criteria (July, 1997)**
  - ➔ Identified criteria which will help make early decisions
- ➔ **PAC Mtg. 3 - Schematic Options (November, 1997)**
  - ➔ New Frntg Rds, Ramping Changes, HOV Access, I-635/US 75
- ➔ **PAC Mtg. 4 - More Schematic Options (Feb., 1998)**
  - ➔ Options Status Update, Mesquite Area (Draft Recommendation)
- ➔ **PAC Mtg. 5 - Draft Recommendations (May, 1998)**
  - ➔ PAC provided input and reaction to schematic options and Mesquite recommendation
- ➔ **PAC Mtg. 6 - Urban Design Enhancements (July, 1998)**
  - ➔ Preliminary schemes for columns, walls and rails presented
- ➔ **PAC Mtg. 6 - Recommendations (September, 1998)**
  - ➔ Provide East recommendations for unresolved issues

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## PAC Meeting Summary




- ➔ **PAC/Public Mtg. 7 - Preliminary Recommendation (January, 1999)**
  - ➔ Open House followed by Public Meeting for Mesquite and East Sections
- ➔ **PAC Mtg. 8 - Value Engineering & Skillman Area (April, 1999)**
  - ➔ Project Update. VE Recommendations, Skillman Options Presented
- ➔ **PAC/Public Mtg. 9 - Draft Schematic Presented (July, 1999)**
  - ➔ Open House followed by Public Meeting to present East Section Draft Recommendation
- ➔ **PAC Mtg. 10 - East Section Recommendation Update (December, 1999)**
  - ➔ Project Update. Urban Design Study, Noise Analysis Update, Schematic Design Update

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## PAC Meeting Summary





- ➔ **PAC/Public Mtg. 11 - Schematic Update (October, 2000)**
  - ➔ Open House followed by Public Meeting to present Draft Schematic and Environmental Update

For additional information about these PAC meetings please visit:  
[www.dot.state.tx.us/insdtdot/geodist/dal/mis/LBJ/workgroup.htm](http://www.dot.state.tx.us/insdtdot/geodist/dal/mis/LBJ/workgroup.htm)

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## Steps to an Improved LBJ



Feasibility  
**Major Investment Study**


Planning  
**Schematic Design Drawings and NEPA Documents**

Design  
**Construction Plans  
(Plans, Specifications & Estimates)**

Construction  
**Improved LBJ**

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## Major Investment Study

- Transportation Study for complete 21 mile corridor
- Developed number of lanes, preliminary ramp locations and general overall design
- Preferred alternative differed by segment:
  - IH 35E to US 75
  - US 75 to Skillman
  - Skillman to IH 30
  - IH 30 to US 80
- Divided next phase into 2 segments - West and East
- City of Mesquite wanted acceleration and offered funding so independent Mesquite Section developed.

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## East LPA U.S. 75 to U.S. 80

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## East LPA U.S. 75 to U.S. 80

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## Schematic Design & Environmental Doc.

- Focused on many unresolved issues to develop schematic design
- Worked closely with Cities, DART and Planning Advisory Committees to develop details
- Developed an accelerated yet compatible separate Mesquite Section - High level of funding support
- East of US 75 to IH 30 (N of Town East) was the remaining part of the East Section
- Design Charette and post-Charette meeting
- Design underway for Mesquite Section
- East Schematic is being readied for a Public Hearing

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## Design Charette Summary

- Business community concern about revised access between IH 30 and Town East Blvd.
- Design Charette held on September 21, 2001
- Facilitated day-long work session
- TxDOT, City, elected officials, business community and consultants attended
- Multiple alternatives discussed
- Solution alternative developed and TxDOT asked to review and report back
- Post-Charette meeting held on October 26, 2001
- Charette solution finalized and presented and agreement reached on the "Design Charette Recommendation"

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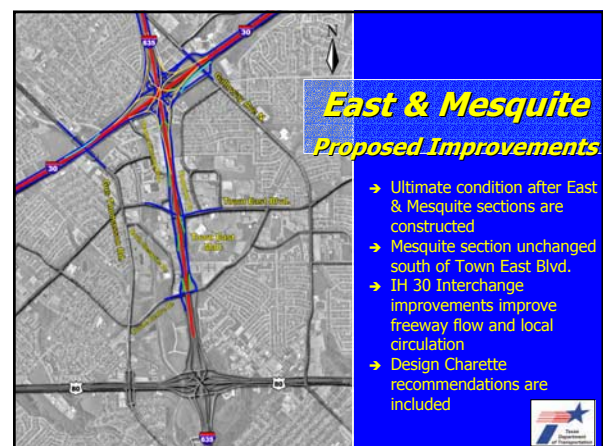
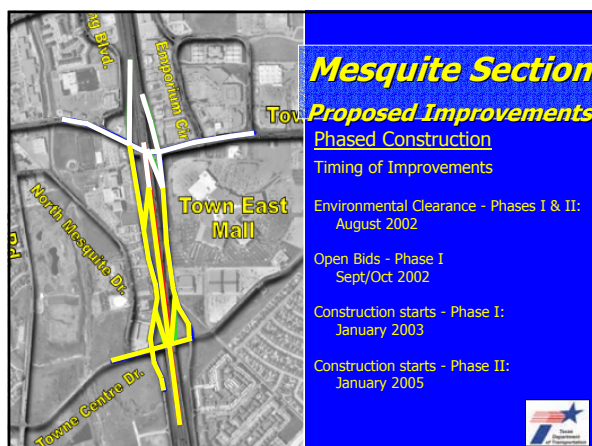
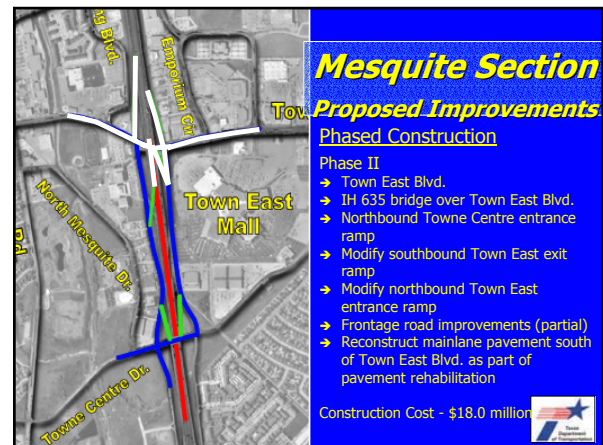
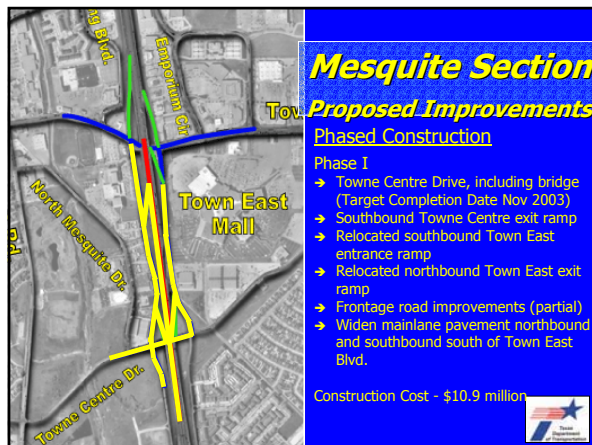
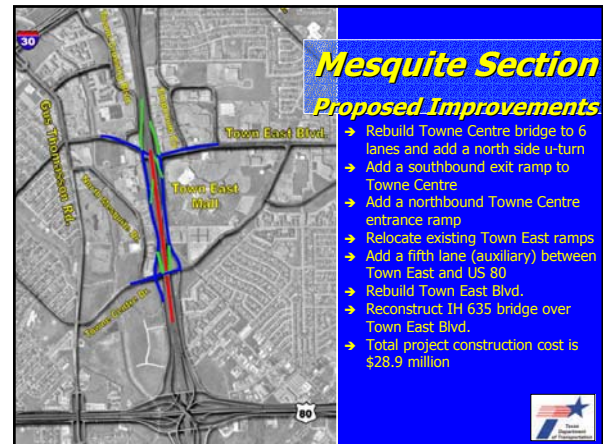
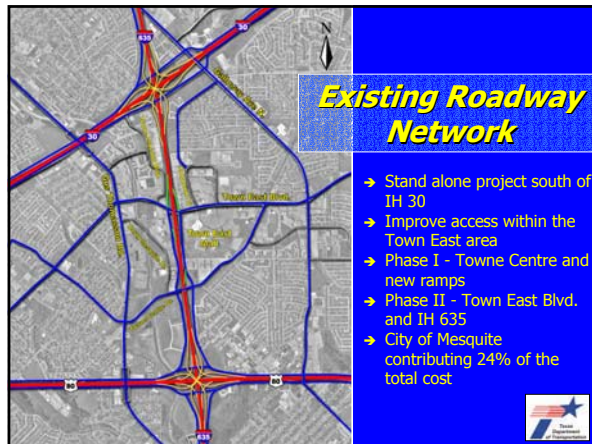
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## Design Charette Recommendation

1. Shift Exit Ramp to Towne Centre further south
2. Add Town East Exit Ramp from the IH 30 Direct Connector
3. Add by-pass at Galloway
4. Add by-pass at Gus Thomasson

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## Environmental Doc. - Categorical Exclusion

**Basic Outline**

1. Description of the Proposed Action
2. Discussion of Existing Facility
3. Alternatives
4. Potential Social, Economic, and Environmental Effects of the Proposed Action
5. Public Involvement
6. Conclusion
7. Appendices

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## Environmental Impacts Evaluated

- Land Use
- Farmlands
- Social
- Relocation
- Economic
- Joint Development
- Pedestrian & Bicycle Facilities
- Air Quality
- Traffic Noise
- Water Quality
- Permits
- Wetlands
- Water Body Modifications and Wildlife
- Floodplains
- Wild and Scenic Rivers
- Threatened or Endangered Species
- Historic and Archeological Preservation
- Hazardous Waste Sites
- Visual
- Energy
- Construction
- Short term uses of environment vs. enhancement of long term productivity
- Irreversible and Irretrievable commitments of resources

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## Environmental Findings

- ➔ Conclusion - Significant environmental impacts are not expected to occur
- ➔ One noise wall is justified
- ➔ ROW impacts are limited to 0.29 acres from 5 parcels along Towne East Blvd.
- ➔ Transportation service improved for area
- ➔ Proposed action is consistent with Mobility 2025 Update and the Transportation Improvement Program found to conform to the Clean Air Act Amendments of 1990 by the US DOT on Oct. 19, 2001

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## Noise Study

- ➔ Final schematics presented at Public Hearing include one justified noise wall
- ➔ Independent meetings will be held with adjacent property owners in noise wall areas
- ➔ Adjacent property owners vote on noise wall
- ➔ Appearance of wall will be part of the aesthetic design with input from adjacent property owners

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## Noise Study

- ➔ Noise modeling with new roadway configuration and 2020 traffic volumes completed:
  - Multi-family residential land uses adjacent to the freeway south of Towne Centre Drive experiencing interior noise levels in the range of 49-53 dBA Leq(h)
  - Noise impact criteria is 51 dBA Leq(h)
  - Benefitted receivers are those that experience a reduction of 5 dBA
  - One noise wall is justified for the Mesquite Section

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## Proposed Noise Wall

- ➔ East of IH 635
- ➔ South of Towne Centre Dr.
- ➔ Between mainlanes and frontage road
- ➔ 709 meters (2,326 ft)
- ➔ 2.8 meters to 3.7 meters in height (9.2 ft to 12.1 ft)
- ➔ 5 dBA reduction for 45 apartment units (benefitted receivers)
- ➔ Total cost - \$435,600
- ➔ \$9,680 per benefitted receiver
- ➔ Coordination with property owners ongoing

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## ROW Impacts

**Additional ROW for Town East Blvd.**

Location	Parcels	Hectares	Acres
Northeast Quadrant	1	0.0344	0.0850
Southeast Quadrant	1	0.0256	0.0632
Northwest Quadrant	1	0.0148	0.0366
Southwest Quadrant	2	0.0413	0.1020
<b>Total</b>	<b>5</b>	<b>0.1161</b>	<b>0.2868</b>

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## Timing for Project Improvements

LPA Tasks	YEAR													
	97	98	99	00	01	02	03	04	05	06	07	08	09	10
75/635 Interchange														
Mesquite Section														
East Section														
West Section														

Legend:

- Planning
- Final Design, ROW, Utilities
- Construction

Planning Target Dates:

- Mesquite Section: Spring of 2002
- East Section: Summer of 2002
- West Section: Summer of 2002

A goal to have LBJ Freeway construction started in 2002 has been established.

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## Project Costs

### Schematic Construction Costs

**LBJ East & Mesquite Sections - US 75 to US 80**

Project	Cost (\$ Millions)
E1 & E2 - Greenville/Abrams/Skillman	82.8
E3 & E4 - Skillman/Plano/AT&SF RR	124.6
E5 & E6 - AT&SF RR/Centerville/LaPrada	116.4
IH 635 / IH 30 Interchange	134.1
<b>Mesquite Section - Town East to US 80</b>	<b>28.9</b>
<b>Total</b>	<b>\$486.8</b>

Note:

- Does not include US 75 / IH 635 Interchange Costs of \$261.9 Million.
- Preliminary Cost Estimate based on Schematic Drawings. Costs will continue to be updated as more detail is developed.
- Costs do not include engineering, E&C, surveying and testing.
- Costs do not include ROW or utility relocation costs.

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## Project Costs

### Overall Cost Summary

**LBJ East & Mesquite Sections - US 75 to US 80**

	Cost (\$ Millions)
Construction Costs	486.8
PS&E, Testing, Misc. at 12%	58.5
Right-of-Way (85 parcels)	83.5
Utility Relocations	14.0
<b>Total Costs</b>	<b>\$642.8</b>

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## Project Costs

### Cost Summary

**Mesquite Section - Town East Blvd. to US 80**

	Cost (\$ Millions)		
	City	State	Total
Construction Costs	6.4	22.5	28.9
PS&E, Testing, Misc.	1.5	2.0	3.5
Right-of-Way	1.0	0.0	1.0
Utility Relocations	0.4	4.7	5.1
<b>Total Costs</b>	<b>\$9.3</b>	<b>\$29.2</b>	<b>\$38.5</b>

Note: NCTCOG Funding of \$5.0 million from STP-MM program

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## Aesthetic Design

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#### Right-of-Way Acquisition Process

##### 1. TxDOT Obtains:

- Environmental Clearance
- Local Agency Agreements
- Approved Right of Way Map
- Funding
- Release from TxDOT Austin to Begin Acquisition Process

#### Right-of-Way Acquisition Process

##### 2. TxDOT Orders:

- Property Title Information
- Five Year Sales Data
- Preliminary Title Commitment

...TxDOT then makes pre-appraisal contacts with property owners.

#### Right-of-Way Acquisition Process

##### 3. TxDOT Assigns Independent Appraisers:

- Appraisers Contacts Owner
- Appraisers Submit Appraisals
- TxDOT Reviews Appraisals for Approval

#### Right-of-Way Acquisition Process

##### 4. TxDOT's Acquisition Agent Presents Offer to Property Owner, Including:

- Appraised Value of Property
- Compensable Damages to Remaining Real Property
- Relocation Assistance

#### Right-of-Way Acquisition Process

##### 5. Property Owner may then:

- a. Donate Land,
- b. Accept Offer,
- c. Submit Counter Offer, if Appropriate.
- d. Begin Eminent Domain Proceedings, if Agreement on Value is not Reached.

#### Right-of-Way Acquisition Process

##### 5b. When Owner Accepts:

- Owner Signs Deed & Memorandum of Agreement
- TxDOT Issues Warrant to Owner & Title Company
- Owner Closes at Title Company and is Compensated for New Right-of-Way

### Right-of-Way Acquisition Process

#### 5c. Owner Counter Offers:

- Owner May Submit Counter Offer if Owner Beliefs it does not Represent Fair Market Value
- TxDOT Reviews Counter Offer and Either Accepts or Rejects It
- If Rejected, Owner may Accept Original Offer or Proceed to Eminent Domain

### Right-of-Way Acquisition Process

#### 5d. Eminent Domain:

- Court Appoints 3 Commissioners to Hear Owner & TxDOT
- Commissioners Decide Award
- TxDOT Deposits Award in Registry of Court & Takes Possession
- Either Owner or TxDOT Shall Have the Right to Appeal to Jury Trial

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## Comments

Please:


Use the microphone  
and  
Provide your name and address

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## EXTRA SLIDES



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### LBJ Corridor Study

## Project Costs

#### Schematic Construction Costs

#### LBJ West Section - Luna Road to US 75

Project	Cost (\$ Millions)
IH 35E Interchange (Luna to Webb Chapel)	270.6
West Section Tunnel & Transition Sections (Webb Chapel to Merit)	587.9
LBJ Mainlanes and Ramps between Portals (Midway to Preston)	77.6
Early Frontage Roads (Hillcrest to Merit)	24.5
<b>Total</b>	<b>\$960.6</b>

Notes:

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3. Costs do not include engineering, E&C, surveying and testing.
4. Costs do not include ROW or utility relocation costs.

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### LBJ Corridor Study

## Project Costs

#### Overall Cost Summary

#### LBJ West Section - Luna Road to US 75

	Cost (\$ Millions)
Construction Costs	960.6
PS&E, Testing, Misc. at 12%	115.3
Right-of-Way (104 parcels)	93.3
Utility Relocations	28.3
<b>Total Costs</b>	<b>\$1,197.5</b>

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